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THE TRANSFORMER

TRAFFIC MANAGEMENT

Questionable Travel Procedures

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In accordance with AMCI 24-101, Volume 14, in situations where passenger agents believe passengers may be traveling on the wrong orders for the situation, or traveling in a space A status when they should be in a duty status, passengers will be informed of the fact, and advised that their travel documents will be forwarded to higher headquarters for possible billing. The station (unit) making the determination shall document the case, and forward the package to HQ AMC/LGTP, 402 Scott Drive, Unit 2A2, Scott AFB IL, 62225-5308.

Questionable travel cases should be forwarded with all accompanying documents (e.g., orders, statement, and passenger's permanent home of record address). HQ AMC will work with the applicable Service HQs to resolve the issue. The respective Service headquarters will make the final determination on whether or not to bill the passenger or the orders issuing agency.

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Patriot Express and Passenger Terminal Customer Service Assessment

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Members of the passenger policy team have been out in the system riding Patriot Express (PE), and visiting passenger terminals. DOD mandates PE be the first choice for our passengers, and it is incumbent upon us to ensure our quality of customer service meets/exceeds that of the commercial industry. Our main focus is to review customer service provided to our passengers, both on the actual PE missions and at each passenger terminal. We also review how well each terminal implements AMC passenger policy requirements to ensure standardization throughout the system. To facilitate an honest and unbiased assessment of the PE program, we travel through the system unannounced and incognito. We feel it is important to move through the system as an "anonymous" traveler

in order to experience the PE as our customers do. At each terminal, we meet with the leadership present to discuss what was observed in addition to any other issues they want to bring up. Observations made on the actual PE flight are passed to AMC contract airlift folks for resolution with the airline carriers. Please know that we have no intention of surprising or embarrassing anyone, only helping terminal leadership know what kind of customer service our AMC customers are receiving. Our goal is to work together with each terminal to ensure AMC passengers receive the kind of service that honors the warfighters and their families.

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UNKNOWN TRANSPORTERS

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Few people know we are here or even exist! I'm talking about the Transportation Cell of the Air Combat Command Regional Supply Squadron (ACC/RSS). Actually there are four of us here from two different transportation disciplines. The Transportation Cell consists of transporters from the 2T0X1 and 2T2X1 AFSCs. Many in the supply and transportation fields may wonder what functions we perform.

I have a simple, one word answer that encompasses not only our function, but our philosophy: educate. I remember the days working inbound freight, reporting to the supply warehouse, inchecking cargo side-by-side with supply personnel. I quickly learned how the simple actions of properly packing a box affected the supply troops' ability to expeditiously incheck the cargo and get it to the requestor, usually an aircraft maintainer. If the packing list envelope fell off en route or the paperwork from inside the box was missing, the part was held up. Extensive research had to be accomplished before the item could be processed into the supply system. This involved a lot of manpower, wasted a lot of time and may have prevented a sortie or two.

As a young airman armed with a cause and effect understanding of the transportation and supply relationship, I began to see the big picture. Assignment to the RSS allows me to share my experience with a large audience who have a vested interest in what we do. The addition of the 2T2 career field to our cell is just a logical extension of our 2T0 knowledge base. As we increasingly rely on "reach back" sustainment, moving and tracking materiels moving by commercial carriers and military airlift requires the ability to respond to our customers with timely and accurate information. The 2T2s give us a deeper understanding of the functions performed in daily aerial port operations. This allows us to more accurately determine workable solutions for cargo whose progress has been impeded in the AMC system.

Although we work for ACC RSS, we often coordinate with the Navy, Army, MAJCOMs, aerial ports, and Logistics Readiness Squadrons. We generally provide a transporter's point of view, acting as a conduit between supply agents and commercial carriers or AMC representatives. This works well to prevent Airlift Clearance Authorities and other agencies from being inundated with questions or problems that have little or nothing to do with them. We often determine the cause of a transportation problem, contact the functional expert, and provide our customers with answers and a synopsis of what we've done to alleviate the problem or prevent it from happening in the future. We contact aerial port personnel worldwide to obtain accurate cargo intransit status or other information that computer-based systems cannot provide. Our cell also assists supply and other personnel in deciphering Global Air Transportation and Execution System (GATES) and Global Transportation Network (GTN) results into comprehensible data used in daily slideshows and other briefings to leadership.

To say we are the Regional Supply Squadron's focal point for all transportation-related issues is a bit simplistic. However, we are able to provide our supply brethren with a "transporters" view which facilitates a better understanding of MILSTRIP and how it affects MILSTAMP actions. While it is often easiest to approach a problem in simplistic terms and offer a simple solution, that solution is not always plausible to all parties concerned. We are able to provide customers an array of transportation solutions using our cell's combined real-world knowledge of the Defense Transportation System and various points of contact spanning our collective career fields. This arrangement has been enormously successful.

When I first arrived at the RSS, I figured I'd be out of place in a supply squadron, especially one with almost 400 personnel assigned. Surprisingly, the supply folks welcomed me on board and I quickly became an integral part of the supply family. A recent individual mobilization augmentee summed it up when he said, "This job makes you feel like you really make a difference. I see the story from beginning to end (a part when it's ordered, shipped, and delivered to the ultimate consignee) and when a plane flies or a bomb drops on target, I know I had a part in that."

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VEHICLE MAINTENANCE

Automotive Service Excellence (ASE) Testing and the VA

By SMSgt Don Foster
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Everybody likes to take ASE tests right? They validate and improve job knowledge, qualify as off-duty education, and instill pride in our technicians. Some technicians even strive for Master Certification in one or more categories. ASE certification also has benefits if you retire or separate from the military and will continue to work as an automotive or heavy truck technician. Normally ASE testing is arranged for active duty personnel through the base education office. A person can take up to three initial tests at no charge other than registration fees. Recertification and some advanced tests are not covered. Some units have even initiated programs where they pay for registration or additional tests. What if I told you that there is another way to take ASE tests for free? Recently, the Veterans Administration has added ASE Certification testing to its list of approved educational programs. This allows eligible veterans to file for reimbursement for the cost of *all* ASE tests. The program will even reimburse the cost to retake a failed test. About the only expense not covered is the registration fee. You might wonder what it takes to qualify. Basically, you qualify if you are eligible for the Montgomery G.I. Bill, Veterans Education Assistance Program (VEAP) or Survivors and Dependents Educational Assistance program (DEA). Also, as an additional bonus, the testing and certification reimbursement program applies to hundreds of other areas including Information Technology and Medical certification. Visit the VA website at www.gibill.va.gov to learn more about your benefits.

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Ethanol 85…Another Alternative Fuel

By Major Mark Leavitt
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Ethanol is a high octane, liquid, domestic and renewable fuel, produced by the fermentation of plant sugars. In the United States, ethanol is typically produced from corn and other grain products, although in the future it may be economically produced from other biomass resources such as agricultural and forestry wastes or specially grown energy crops. Ethanol is water soluble, non-toxic and biodegradable. Ethanol burns cleaner than gasoline; it is a completely renewable, domestic, environmentally friendly fuel that enhances the nation's economy and energy independence. Ethanol 85 (E85) is the term for motor fuel blends of 85 percent ethanol and just 15 percent gasoline. E85 is an alternative fuel as defined by the U.S. Department of Energy and contains roughly 80% less of the potential contaminates found in gasoline.

Auto manufacturers produce flexible fuel vehicles (FFV) that can burn both unleaded gasoline and E85. The FFV system allows the driver to use any combination of gasoline or ethanol - from 100 percent unleaded gasoline to 85 percent ethanol. A driver can therefore use unleaded gasoline if E85 is not available. A total of 3 million E85 vehicles are anticipated to be on the road by the end of model year 2003. E85 powered FFVs are provided by automakers at little, to no extra cost to the consumer.

There is only one major additional part that is included on an FFV-the fuel sensor-that detects the ethanol/gasoline ratio. Because alcohol is a corrosive, a number of other parts on the FFV's fuel delivery system are modified so that they are ethanol compatible. Normally, these parts include a stainless steel fuel tank and Teflon-lined fuel hoses. Therefore, any part that comes in contact with the fuel has been upgraded to be tolerant to ethanol. Also, some manufacturers require the use of synthetic engine oil. The concern here is that unburned ethanol (especially during rich cold start conditions) may migrate past the piston rings resulting in cylinder wall washing, which reduces cylinder wall lubrication, and could run down into the crankcase, diluting the engine oil. While such occurrences are unlikely, the special engine oil adds an additional degree of protection until more field experience can be accumulated. Check the manufacturer's maintenance instructions for details.

E85 does contain less energy content than gasoline. However, E85 also has a much higher octane (ranging from 100 to 105) than gasoline. FFVs are not optimized to E85, so they experience a 5% to 15% drop in fuel economy. This will vary based on temperature and driving conditions. Studies and analysis currently underway indicate that a vehicle operating on E85 runs cleaner from both the exhaust emission aspect and in regard to the engine operation/performance. While studies are not yet completed, evidence exists that some maintenance costs may actually be reduced in the long run.

Using E85 in government owned and leased vehicles will help you to comply with Executive Order 13149, which mandates a 20-percent reduction in fossil-fuel consumption by 2005, from a 1999 baseline. For more information on E85 and FFVs, read the Department of Energy Handbook for Handling, Storing and Dispensing E85 or click on www.e85fuel.com.

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OLVIMS Modernization

By SMSgt Rex Curry
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AF Pentagon, VA

When are we getting the new modernized OLVIMS??? Well, the short answer is, not immediately! Because we have given up on the in-house development of OLVIMS Increment II, in lieu of a Commercial off the Shelf (COTS) replacement, it's going to take time to field the system and make it ready for use. *BUT,* the good news is that the process is moving forward at a never before attempted break-neck pace to replace all of the Legacy OLVIMS (OLVIMS, AFIS, MAFIS, DAFIS, CAFIS) and OLVIMS Inc I with a single COTS product. Our concept is to use an already mature commercial product, relieving us of the burden for development and upgrading. Commercial industry has recently dramatically improved the asset management packages with many of the enhancements the vehicle management community has craved for decades. The most obvious need is a single accurate database we can count on being the same, no matter who pulls the data from the system. Have you ever pulled data from OLVIMS, AFIS, MAFIS and AFEMS and gotten different numbers? Our goal is to have all systems currently assisting vehicle management folks to manage vehicles, resident in the Modernized OLVIMS Inc II. From vehicle buy forecasting to budget validation through to the actual vehicle acquisition and life cycle sustainment. Additionally, we expect more predictive analysis by the new system. Things like: (1) Increased forecasting capability for shop capability, budgeting etc, (2) Better customer interaction via web access. Customers can receive e-mail notifications and status via the web site. (3) All vehicles and personnel should be easily identified by AEF and UTC, allowing MAJCOM and wing planners an objective measurement of deploying capability vs. home station support. (4) Integrate the use of Automatic Identification Technology (AIT) into vehicle management--from parts, equipment and tools management, to work order processing in an almost paperless environment. Personnel could use their AF Portal Log-in (PKI and CAC) to access the system, giving us a single login and password. (5) On-line access to potential commercial parts suppliers. (6) Planning Bill of Materials (BOM). The system would ensure you were aware of all needed or recommended repairs and parts. Input the VIN for a vehicle, and have the system determine you are researching the correct parts. (7) Budget forecasting. The system could forecast levels of support anticipated, based on current funding lines (and allow you to make adjustments due to funding increases or decreases). (8) Deployment BOM. The system could kick out the recommended repairs or TMSK prior to deployment, based on historical data (i.e. the infamous 191 Plus). (9) Training Personnel. The system will track all certifications and required training, based on the assignment of a specific task. Even better, alert you to a task vs. training mismatch.

While some of these system capabilities may seem farfetched, the OLVIMS Operational Architecture Team, convened by HQ USAF/ILGP in May 03, actually saw fielded vendor products with these capabilities. These are just a few examples of the "Art of the Possible."

DOD and the Air Force senior corporate and systems managers realize that we have too many expensive, old, unsupported, homegrown, hard-to-interface, non-standard and redundant capability systems. Our own vehicle management systems are perfect examples. In HQ USAF/ILGP, we have chosen to "surf the wave" of system transformation and not get swallowed by it.

SSG is currently in OLVIMS Inc II product acquisition, and will then move to contract award in Nov 03. We expect the Initial Operational Capability Milestone C to be reached around 6 months or so after contract award. Again, all dates are still tentative. We expect Full Operational Capability around Jan 06. While you might think this is a long time line, most of the time will be spent managing the changes to our business processes to accommodate the COTS product. We want to field the system with a minimal impact on each of our locations. We are going to place a lot of the burden on the contractor and integrator for the product we choose--not our mechanics, controllers, dispatchers, and fleet managers.

Many of you are saying "yeah right, we've heard this before". Rightfully so! We've been promised a modernized OLVIMS for almost a decade, with little enhanced capability actually fielded. The difference now is, the DOD and AF senior corporate structure is determined to develop enterprise architecture created systems. These systems must meet the DOD and AF enterprise requirements and by proxy, will modernize OLVIMS also. We have broadened our OLVIMS requirements to ensure we will meet the DOD and AF enterprise architecture. So we ask you to hang in there a little while longer. There is light at the end of the OLVIMS tunnel and we're pretty sure it's not another oncoming train. After we award the contract, you'll begin to hear a lot more from the contractor's

trainers and change managers. For more information, refer to the SSG web site at: https://www.ssg.gunter.af.mil/olvims/progdocs.html.

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FIT TO FIX!

By MSgt Jack Behne
18 LRS/LGRVM
Kadena AB Japan

Since 9/11, we have truly become an expeditionary air force. We have established bases in the most austere locations known to man, and with that, deployed vehicle mechanics have had to establish and construct shops, down load aircraft, operate equipment, and of course repair vehicles. These new expectations drove Kadena Vehicle Maintenance to review how we take care of our bodies, and the priority we had to put on personal fitness. We immediately recognized that today's mission requirements have expanded far beyond the daily grind of keeping Kadena's 1,900 vehicle fleet on the road.

In May 2001, we initially incorporated the traditional approach of staying fit with our day to day operations, by starting a voluntary extended lunch hour fitness program to allow people to workout. In August 2002, the program and our mindset evolved into a mandatory fitness program. Three times a week we report to the gym as a flight. We arrive at 0700 hours, role call is taken, people do their fitness routine for a minimum of one hour and sign out with our highly motivated fitness rep. Activities range from running, cross-training, weightlifting, to team volley ball. The program has reaped many benefits other than improved fitness. We have improved relations at every working level, improved morale, increased energy, and motivation across the board is higher than ever.

The key to our success is leadership. With support at all levels, from the Chief to our most junior NCO, we have instilled fitness as part of our lives and normal duties. The program is so embedded, the number one complaint during contingency exercises is from airmen who've missed their morning workouts and have to use their lunch breaks, or go to the gym after duty hours in order to complete their routines.

The program became so popular, the flight raised $850 to purchase 90 T-shirts for free issue to our military mechanics. The shirts contain our own "Stay fit" logo.

Recently our new commander mandated a squadron exercise program focused on getting individuals ready for the new Air Force fitness standards coming in Jan 04. We're proud to have been leading from the front with our very own "Stay fit" program already inplace. Our "Stay fix" program that was started over a year ago is on target with the Chief of Staff's fitness program. Keep'em roll' in and runn'in!

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Detachment 1, 345th - Another Year of Success

By MSgt Richard A. Tarnowski
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DSN 551-2404

Detachment 1, 345th Training Squadron provides Air Force Logistics Readiness through operational training, and development of specialized upgrade training course material. Located in the northwest corner of Port Hueneme Naval Construction Base, the detachment was activated in May 1996, when it moved from Lackland Air Force Base Texas. Its primary mission is to provide basic and advanced automotive technical training to active duty, reserve, guard, and DoD civilian personnel in 33 basic and advanced special purpose vehicle, general purpose vehicle, fire truck, refueling, and maintenance control and analysis courses. Our training courses range from 8 days to 13 weeks. Det 1 at Port Hueneme graduates nearly 3,600 combined basic and advanced technical training students annually in support of the Air Force's mission of Global Vigilance, Reach & Power.

The staff of 92 personnel includes a commander, a detachment chief, a first sergeant, a training development chief, resident vehicle maintenance and supply technicians, personnel and information management specialists, and various other essential support positions as well as 73 instructors, 18 of which are assigned to the Naval Construction Training Center's Interservice Vehicle Mechanic Apprentice Course, the Navy's Construction Mechanic "A-School" where Air Force and Navy instructors teach in a "joint" environment which has been lauded as a "Truly Interservice" operation. At A-school, Navy and Air Force mechanics attend their first fifty days of technical training side-by-side during 400 hours of common core instruction.

The past 2 years have been a time of growth and change for the Detachment. Last year, we focused our Training Support resources on building up the Telecom Infrastructure and revitalizing our facilities to improve the first impression for new recruits and advanced students, as well as improving Readiness. "Public Works played a tremendous roll in helping us meet those goals," said MSgt Marasse, the Detachment's Facilities Manager.

This past year the Detachment created a big push to bring in new methods of instructional technology. In the classrooms we introduced computers and Smart Board technology to deliver the course material more efficiently, while in the laboratory, vehicle engine trainers equipped with latest vehicle technology provide hands-on realism to prepare students for their jobs in the field.

Many of these great initiatives are driven by new, and returning advanced students. Upon graduation every student is required to take a Training Assessment Survey, where comments and ideas are tracked and monitored until suggested improvements or ideas become a reality. Detachment volunteers are near completion of their first ever student lounge to provide students a place to relax during their scheduled breaks. We have also added Defense Switch Network (DSN) lines to allow students to contact their sponsors; significantly improving graduates transition to their first duty assignment.

There are other changes near completion that will be felt Air Force wide. The Detachment is also responsible for the complete revision of 29 basic and advanced training courses to support the mergers of special and general purpose career fields, maintenance control and fleet management career fields, and the new C-shred material handling equipment career field. We are also completely rewriting the accompanied Career Development Courses (CDCs) - which initiate the next step in upgrade training for every member in their Vehicle Maintenance career field specialty. The current detachment commander, Major Boyd said "right now my course supervisors, instructor supervisors and instructors, and my expert staff of CDC writers definitely have their hands full. They're fully engaged with course material updates."

The Detachment's accomplishments have not gone unnoticed as they continue to be recognized as one of the premier training units in the Air Force. Just this past year they have again added to their legacy of professional awards. They were awarded the Navy Community Service Flagship Award. Former instructor MSgt William L. Peterson was selected as National Defense Transportation Instructor of the Year for AETC and Air Force. Information Management Support Professional of the year was awarded to Staff Sgt Tabetha Banks. The Detachment itself, for the second year in a row, won the Air Education and Training Command, Special Transportation Activity of the Year Award for 2002. The men and women of Detachment 1, 345th Training Squadron truly reflect the Air Force Core Values of Integrity First, Service Before Self, and Excellence in All We Do!

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VEHICLE OPERATIONS

The "Red Tail Express", A Vehicle Operator's Finest Hour

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When our Commander-in-Chief made the decision to make the preemptive strike against terror by invading Iraq, as a career transporter and vehicle operator I started looking for a way into the fight. Now some of you might immediately think of me as a warmonger and others of you might consider me a glory hound, but neither could be further from the truth. The truth of the matter was that I had been there during the first fight, Operations DESERT SHIELD/DESERT STORM, and knew my experiences would benefit the airmen now preparing for this conflict. Along with wanting to serve, I wanted to be part of a closure that I, along with many of my comrade-in-arms, believed was a long time coming. Being a part of the start-up of the famed "Blue Ball Express", Air Force organic line haul, as an A1C during Operation DESERT STORM I was very excited when I arrived at Ahmed Al Jaber Air Base, Kuwait and discovered the beginnings of a new Air Force organic line haul system, being called the "Red Tail Express". I immediately knew I had made the right decision to volunteer and that I was definitely going to be able to put my experiences and expertise to good use to make a positive impact.

I arrived at Al Jaber Air Base, 13 April 2003, and was immediately chosen to supervise the Vehicle Operations section of the 332 ELRS. At that time the Red Tail Express had only made three trips with 4-6 truckloads into Iraq and was being plussed up to make more trips. The needs of the forward deployed airmen required immediate re-supply, and the fact that Red Tail could move large amounts of supplies quickly, meant we were becoming the hottest thing in town. Before long we had received over 50 tractors and 40-foot trailers and our manning had increased to over 50 personnel in a matter of days. We immediately went from a convoy whenever we could manage one to a convoy every third day and by the end of the first two weeks, we had started making runs every other day with at least 10 trucks and on occasion up to 20 at a time. Each trip was a day up and a day back, and in the beginning the operators slept on the beds of their trucks in sleeping bags, sometimes braving brutal sandstorms.

The first line hauls into Southern Iraq established the capability for A-10 attack aircraft to "pit and go" (gas, bullets, and please clean the windshield) at Tallil Air Base. These trips were to be the only Air Force convoys to Iraq. Those early convoys tapped into an enormous capability and soon our primary mission was to move and sustain A-10 aircraft and associated support units at the newly captured and liberated airfield called Tallil Air Base. The Red Tail transported everything from aircraft parts and supplies to the munitions used in support of combat operations on the front lines. Other cargo moved ranged from food and water, to vehicles, fuel and razor wire, anything needed. The Red Tail Express also moved a HC-130 maintenance unit, most of the aircraft maintenance back-shops, and the Predator weapons system package located at Ali Al Salem to Tallil AB. Along with our primary mission of establishing and sustaining Tallil AB, the Red Tail also made two trips to Baghdad; the first moving a HH-60 rescue squadron closer to the fight and the second moved vehicles in order to support units further north.

As of 28 Jul 2003, approximately day 100, the 332d AEW "Red Tail Express" had made 45 line hauls into Iraq, 432 tractor/trailer loads of assets and supplies, weighing over 6,480 tons (that's 13 million pounds if you're trying to put it into prospective), the equivalent of 520 C-130 aircraft. Other than the fact we departed every other day with at least 10 trucks, each truckload equaled a little more than a C-130 load of cargo and freed up valuable inter-theater airlift needed elsewhere in support of the fight.

Lastly, the Red Tail Express would not have been successful without the 54 men and women that coordinated the cargo, loaded the trucks and drove those trucks into harms way everyday. Without them we would not have had such an impact on winning the war. My operators had such an enormous effect, that I honestly believe we would not have had a cease in major hostilities as soon as we did without their efforts. They were a "Force Enabler" unlike no other in Air Force history. We started out as one and two forward deployed from all over the AOR, answering the call for qualified truck drivers. What we became was a well-respected and well-known, streamlined team of Combat Vehicle Operators, officially dubbed the "Red Tail Express". Our finest hour….

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COMBAT READINESS

Maintenance Depots Underpin Combat Operations in Afghanistan and Iraq

By The Honorable Diane K. Morales
Deputy Under Secretary of Defense for
Logistics and Material Readiness

During Operation Enduring Freedom (OEF) and Operation Iraqi Freedom (OIF), the Department of Defense (DoD) depot maintenance system demonstrated its critical role in successfully supporting U.S. combat power. During the build-up and execution of these operations, the more than 60,000 men and women in DoD's in-house maintenance depots met numerous challenges as they responded to the changing needs of American warfighters. In Afghanistan, our forces were ready for combat within just 28 days; in Iraq, we sustained our coalition forces under the most difficult of circumstances.

DoD depots maintain the capabilities to repair everything from aircraft to combat vehicles and ships to sophisticated technological defense systems. All of these materials reach the depots in need of repair and must exit in perfect condition. They can take fighter jets down to their skeletons and build them back up again; they can dismantle multibillion-dollar aircraft carriers and rebuild them stronger and more capable than before. Not limited to just "heavy iron", the expertise and capabilities of DoD's depots also enable them to fix software, electronics, munitions, and test sets.

Long before coalition forces launched into Afghanistan and Iraq, silent, but critical, preparations began throughout the DoD depot maintenance community. Dedicated depot maintainers responded to a wide range of requirements—fixing fleet-wide problems, providing increased inventories of repaired parts, and developing unique modifications to prepare weapon systems for the demands of the impending desert battlefield. Many of these maintainers were then deployed to forward locations to assist our warfighters in keeping equipment operational and to repair equipment damaged in battle.

Keeping our fleets ready . . .
UH-60 Blackhawks and CH-47 Chinooks are two of the mainstays of Army helicopter capabilities. The Blackhawk is the Army's front line utility helicopter used for air assault, air cavalry, and aeromedical evacuation, while the Chinook is often the only mode of transportation to shift large numbers of personnel, equipment, and supplies rapidly over the vast areas in which U.S. forces operate. Both aircraft experienced fleet-wide problems during 2002 that threatened to keep them grounded and could have significantly affected OEF and OIF combat planning and execution. However, maintainers at Corpus Christi Army Depot (CCAD) applied their considerable skills to the challenges, ensuring that UH-60s and CH-47s were subsequently available and ready to meet all requirements.

In mid-2002, while conducting routine aircraft inspections, Army maintainers found cracks in a critical UH-60 transmission component. Because of the severity of the problem, the entire Blackhawk fleet of 968 helicopters was grounded. Depot maintainers from CCAD were called on to replace the suspect part by completely overhauling all UH-60 transmissions in the fleet. Within 11 days, the depot had tripled its production, providing transmissions for use on Blackhawks supporting medivac operations in Afghanistan. CCAD maintainers continued to increase production to support this fleet-wide problem, quickly reaching a production throughput five times greater than normal.

Late in 2002, a CH-47 Chinook experienced failure of a component known as a swashplate, a crucial flight control component. The Army immediately grounded the entire Chinook fleet of 463 aircraft pending inspection and development of a fix for the problem. Once again, CCAD responded by going into full surge mode, increasing production from a routine 16 swashplates per month to produce 170 fully overhauled swashplates within 9 weeks. This surge enabled the Army to continue operating the Chinooks and to replenish the war reserve pool for requirements that would soon surface in Iraq.

Preparing for and sustaining combat operations . . .
In late 2002, Anniston Army Depot (ANAD) began an effort to ensure that the right parts were going to be repaired and ready when needed. They increased production of a wide variety of turbine engines, mechanical components, and electronics. Engine production, in some cases, was doubled. From circuit cards to servos to M16A2 rifles, ANAD responded to every call for increased production to support possible impending combat operations with timely and quality outputs. The depot even repaired ribbon bridge sections throughout the 2002 Christmas season, delivering more than 100 badly needed sections by the end of the year.

At Warner-Robins Air Logistics Center (WR-ALC), maintainers responded quickly to a requirement to accelerate the repair and return of Special Operations C-130 aircraft to the operational forces. They completed repairs of C-130 Gunships and Combat Talon aircraft, on average, 52 days ahead of schedule. WR-ALC maintainers also developed critical software changes that improved the operation of fighter data link (FDL) capabilities, providing Air Force combat aircraft with critical, real-time situational awareness.

In addition to their ongoing workloads, Letterkenny Army Depot (LEAD) assumed the challenge of quickly modifying dozens of HUMMVs for the Army Special Forces and Navy Seals. This action involved several unique modifications including AC power inverters, on-board compressors, special machine gun mounts, and missile and smoke grenade launcher systems. LEAD took these modifications from drawings through prototype and into quick production—all in a very short time to meet the warfighter's requirements.

As part of the "planning ahead" for potential operations in Iraq, Navy warfighters wanted 12 additional F/A-18C Hornets that were in depots for repair returned to fleet organizations as soon as possible. Naval Aviation Depot (NADEP) North Island responded quickly to this request, eventually returning 20 of the Navy's primary aircraft to the fleet in record time before military action began.

Tobyhanna Army Depot (TYAD) faced a number of challenges in supporting multiple requirements for electronic component support. TYAD fabricated hundreds of Blue Force Tracking (BFT) installation kits. These kits use satellite links to show friendly and enemy positions in various Army, Marine Corps, and allied units. TYAD also created programs to deal with added requirements for items such as infrared jamming systems, radar warning receivers, communications systems, and laser range finders. All of these items were needed to operate effectively in the desert environment, to give our troops the advantage needed to prevail in combat operations, and to reduce the possibility of friendly fire incidents.

In support the 3rd Armored Cavalry Division (ACR), Red River Army Depot (RRAD) equipped more than 230 Bradley Fighting Vehicles with BFT. RRAD maintainers went on site with 3rd ACR troops and provided the necessary training to take full advantage of the capabilities of their new equipment in the field. RRAD also remanufactured an additional 63,000 track shoes/road wheels for Army combat vehicles along with 450 engines and transmissions.

Making something out of nothing . . .
DoD depots have full manufacturing capabilities and, under certain circumstances, are authorized to manufacture critically needed items. Often, they are the only source for essential parts to keep maintenance lines moving and to prevent backups throughout the supply chain. DoD depots can manufacture one or a thousand—quickly and efficiently—depending on the requirement.

The Marine Corps' AV-8B Harrier aircraft developed a problem with the loss of chaff dispensers during flight. NADEP Cherry Point designed a new bracket to retain the dispenser and then produced the needed parts. Working from newly drafted blueprints, the NADEP machine shop worked around the clock to produce 404 kits that were immediately installed on Pacific and Atlantic Fleet aircraft. Responding quickly to these types of critical needs is a hallmark of the DoD depot structure.

Tactical satellite systems provide essential circuits for secure and nonsecure voice, data, and teletype communications. TYAD designed and fabricated filter kits for these essential terminals to ensure their reliable operation in the desert. The kits were very successful, giving deployed forces the terminal performance and reliability they required.

NADEP North Island added 930 production runs representing 6,300 parts in January 2003 alone. One critically needed part it manufactured was a "doubler" for repair of an H-1 helicopter in Kuwait. The H-1 was one of the few rescue helicopters available to the Navy and this part was essential to returning the aircraft to service.

Deploying forward . . .
To effectively carry out their missions, depot maintainers go into the field, aboard Navy ships, and to the theater of operations to support our warfighters. Field service teams, voyage repair teams, battle damage repair teams, and forward repair activities are among the depot's capabilities to get technicians and artisans into the field, or combat zone, and to the equipment that needs repair or support. The austere environment of these operations places unique demands on the maintainers.

RRAD and ANAD maintainers deployed to Kuwait to establish a forward repair activity to service items such as engines, transmissions, final drives and generators, and also had the capabilities to repair combat vehicles. Maintainers on the NADEP North Island Voyage Repair Team also contributed to the effort. They made critical repairs aboard the USS NIMITZ and the USS LINCOLN in preparation for key combat operations. NADEP North Island Field Service Teams also visited a number of aircraft carriers during their deployments, repairing Hornets and Super Hornets that would otherwise have been out of action.

TYAD sent a team of electronics experts into Kuwait to provide assistance to deployed Marine Corps units using the AN/TRC-170 communications system. The team ensured the Marines would be successful in using the system, and the system would be at peak performance throughout combat operations.

Depots are always ready . . .
Most combat equipment used in OEF and OIF was, at one time or another, rebuilt by one of DoD's maintenance depots. The depots proved again that they are always ready. They responded to virtually every maintenance, repair, and manufacturing requirement in support of U.S. forces and their combat equipment. Maintainers with skills ranging from high technology materials to microelectronics were ready to take on any challenge, anywhere. They worked tirelessly behind the scenes with courage and commitment. The depots, with their highly skilled and motivated workforces, deserve our thanks for a job well done and our appreciation of the formidable capabilities they represent in support of our combat forces.

About the author: Diane K. Morales is the Deputy Under Secretary of Defense for Logistics and Material Readiness, U.S. Department of Defense. Morales leads an effort called the Future Logistics Enterprise (FLE), which is DoD's near-term logistics transformation strategy. FLE is transforming the overall performance of military logistics operations into the most advanced, synergistic, and collaborative supply chain in the world. This integrated, performance-based logistic capability will provide effective weapons and reliable logistics support to the war fighter in the most efficient manner possible.

AERIAL PORT

COMMERCIAL GATEWAYS

By MSgt (s) Ken Blaylock
And SSgt Dan Barker
Scott AFB IL

In the mid 1980s, the Military Airlift Command (MAC) realized the need to utilize commercial airports within the Continental United States (CONUS) as arrival and departure ports of call for military men and women traveling to and from overseas duty assignments. As a result MAC opened commercial Gateways in four cities, Philadelphia, PA, Charleston, SC, St Louis, MO, and Oakland, CA. With the end of the Cold War, the needs of the military changed. MAC was renamed the Air Mobility Command (AMC) and several Gateways were moved or established to meet mission requirements. A north eastern Gateway was established in Baltimore MD, a south eastern Gateway was located in Atlanta GA, a south western Gateway is located in Los Angles, CA, and the north western Gateway is located in Seattle, WA. (Sea-Tac).

There are active duty personnel stationed at each of these Gateways. Each AMC Gateway has scheduled flights to and from specified destinations. Destinations and times change as mission requirements change. Aircraft are contracted commercial air carriers that you see everyday at commercial airports, and the service and meals are comparable to what you would expect from a commercial airline. Movies and headsets are provided free to all passengers.

For space available travelers, the Gateways are an invaluable source of transportation to and from overseas locations. Active duty members stationed overseas can catch a HOP at their overseas location, land at one of the four Gateways, clear US Customs and proceed directly to their connecting flight. In most cases they can even have their baggage transferred to their connecting flight. AMC Gateways also offer CONUS flights between Baltimore and Atlanta, and between Seattle and Los Angles. On 1 April 2003, AMC introduced a pilot test program that allows dependants of active duty and retired personnel to travel between CONUS locations with their sponsor.

Gateway airports have everything you would expect at any international airport. All the major hotels are located close by and they offer transportation to and from the airport. Many offer military discounts and complimentary breakfast. There is ample ground transportation, everything from shuttles to nearby military installations to rental cars are located at the airport. Eating establishments are located both inside and outside the airports.

The USO is available at Sea-Tac to make life a little easier for military travlers. USO volunteers staff an around the clock operation at Sea-Tea. This free service provides military travelers a place to sleep, watch TV, use a computer, and get a bite to eat. The USO is located in the upper level of the main terminal and is available for all ID card holders and their families. If you have a few hours to kill between flights, it's a great place to visit.

All space available travelers are reminded that travel is not guaranteed and that schedules, show times, and available seats can change without notice. Travelers should be aware that getting stuck at one of the Gateways can be expensive. Hotel/motel stays can be

costly. Plan your trip as far in advance as possible. If you have to be someplace by a certain time, you should have funds available to fly commercial if it becomes necessary. Contact your closest AMC passenger terminal for further guidance.
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MILITARY TRAFFIC MANAGEMENT COMMAND

MTMC's New POV Contract Boosts User Benefits

By Mr. John Randt
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Military and civilian members of the Department of Defense shipping privately owned vehicles to new assignments can expect continued good service under the new contract awarded by the Military Traffic Management Command.

American Auto Logistics, Inc., of Monroe, N.Y, has been awarded the Global Privately-Owned Vehicle II contract. Annually, MTMC is responsible for the movement of 72,000 personally owned vehicles belonging to military and civilian members of the Department of Defense.

"The new contract provides reduced movement times, site settlement of claims up to $1,000, and in-transit visibility of shipped and stored vehicles," said Kathleen Jones, contracting officer. "This award represents the best value to the government." The contract begins 1 November 2003.

"The contractor has provided high-quality service under the original contract and we expect this level of service to continue in the new contract," said Charlie Helfrich, team leader, Privately Owned Vehicle and Storage Team. In surveys, the firm has received a 99 percent customer approval rate.

American Auto Logistics has operated the contract for the past five years. In that period, the program has been expanded to increase the number of full service centers from 29 to 36. In addition, a vehicle storage option was added 1 May 2002.

"The storage provision is especially handy for soldiers ordered to overseas assignments where they are prohibited from taking a personal vehicle," said Helfrich. "Our contractor will maintain the operating condition of all stored vehicles, in accordance with recommendations of the vehicle manufacturer."

Total 10-year contract value is estimated at $1.9 billion. This estimate represents a two-year base period of performance, three one-year option periods, and five one-year award term incentive periods.

American Auto Logistics will be responsible for 36 vehicle processing centers, with service to and from the 21 additional partial service or quality-of-life sites, four covered storage sites, trucking services throughout Europe, Asia, and the United States, including Alaska. The administration and payment of ocean carriage also is required.

Under the new contract, 12 U.S. Flag ocean carriers can be booked to ship privately owned vehicles. For additional information, eligible Department of Defense members should contact their nearest installation transportation office. Additional information on the program is available at the MTMC Web site and www.mtmc.army.mil.
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MTMC Deputy Commanding General/Director of Operations retires after 30-year Army career

By Mr. John Randt

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The Army officer who led the creation and development of the Military Traffic Management Command Operations Center at Fort Eustis, Va., has retired. Brig. Gen. Barbara Doornink retired in a ceremony today (Sept. 30) at the Hilton Hotel, in Springfield, Va., ending a 30-year military career.

Doornink was assigned to MTMC's Fort Eustis headquarters Aug. 3, 2001. In her initial assignment, she served as Commanding General of the Deployment Support Command. Within weeks of her arrival, she was named MTMC's Deputy Commanding General/Director of Operations. In the latter position, Doornink managed and led the transition of the MTMC subordinate command headquarters to the organization's global operations center.

"It's tough to say goodbye," said Doornink. "How do you say goodbye to the Army?" Doornink said she regarded her role in the transition of the MTMC Operations Center to Fort Eustis as a professional and personal highpoint of her career. "What a great way to retire!" said Doornink. "I think we're all the better for the experience."

Doornink drew praise from Maj. Gen. Ann Dunwoody, MTMC Commanding General. "The constant is courage and conviction," said Dunwoody. "She has touched thousands in the Army with her teaching, coaching and mentoring. "There is nothing she can't do."

Maj. Gen. Jeanette Edmunds, Commander, 19th Theater Support Command, Taegu, Korea, co-hosted the retirement. She echoed Dunwoody's praise. Doornink, said Edmunds, is "a great operator in time of war." She praised Doornink's service in Bosnia in the late 1990s. "One of her achievements was getting the trains running again. She had to get all three factions working together. First, they would ship military—then commercial. Before long commerce was going again."

Doornink graduated from Washington State University in 1973 with a Bachelor of Arts degree in political science. Her first Army assignment was a platoon leader in the 104th Transportation Co. (Medium Truck) at Fort Devens, Mass. In later military assignments, Doornink served in Korea, Germany and Croatia.

Immediately prior to her MTMC assignment, Doornink served as Director of Plans, Operations and Logistics Automation, Office of the Deputy Chief of Staff for Logistics, U.S. Army, Pentagon, Washington, D.C. She is a graduate of the Industrial College of the Armed Forces, Fort McNair, Washington, D.C.

Doornink will be succeeded by Col. Mark Scheid, who is on the promotion list to brigadier general. Scheid most recently served as Chief, Plans Division, J-4, U.S. Central Command, MacDill Air Force Base, Fla.

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Staff Sergeant Wins Top MTMC NCO Honors for 2003

By Maj. Wilmer Moore
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Winning selection as MTMC's top NCO of 2003 was a family support event for Staff Sgt. SiSi Fuluvaka. Fuluvaka's wife and children would quiz him for the competition. He also got help from fellow NCOs and civilian coworkers.

"There can only be one player and one coach, but it's a team effort," said Fuluvaka, operations NCO, with the 599th Transportation Group, Wheeler Army Air Field, Hawaii. "The soldiers, civilians, the command—I could not do it by myself."

Fuluvaka entered the Army in April 1987 and, following basic training at Fort Dix, N.J., completed the cargo specialist course at Fort Eustis, Va. Competition for this year's selection was "a dead heat," said Command Sgt. Maj. James Morgan.

"It was a dead heat until the very last day," said Morgan. "It is always competitive but this was especially so." Fuluvaka was in a tight competition with Sgt. Valencia Anders, of the 598th Transportation Group, Rotterdam, the Netherlands. A board of MTMC sergeant majors made the final selection July 27-29 at the MTMC Operations Center, Fort Eustis, Va. "The competition was stiff—there are no winners and losers," said Morgan. "We all win, but only one soldier can be MTMC NCO of the Year."

All soldiers in the rank of corporal through sergeant first class, with less than 18 years service, are eligible to compete. Soldiers are questioned in such skill areas as land navigation, military leadership and the NCO creed, said Morgan. "In all, we review 27 military expertise areas," said Morgan. "It is quite a workout for the soldiers before the panel."

Selection of Fuluvaka as MTMC's NCO of the year made him eligible for all-Army competition. Subsequently, Fuluvaka placed fourth in competition with NCOs at the National Capital Region Board, which comprises the Major Army Commands in the Greater Washington area.

"MTMC can be proud of this NCO," said Morgan. "He is setting an example for other NCOs throughout this command and the Army." Fuluvaka has received numerous military awards, including the Meritorious Service medal, Army Commendation Medal with oak leaf cluster, and Army Achievement Medal with three oak leaf clusters. Fuluvaka, and his wife, Michelle, have three sons; Latu, Nathan and Sione.

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Awards will recognize quality transportation firms supporting DOD

By Mr. John Randt
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Transportation firms providing quality service to the Department of Defense are eligible for recognition from the Military Traffic Management Command. Awards are given annually to Department of Defense approved commercial transportation firms through the Quality Award Program.

"The 2003 Quality Award Program seeks to recognize the top transportation providers in all modes and services," said Jeanie Bell Winslow, program manager. "The requirements are simple: A company must demonstrate sustained exceptional performance in support of the Department of Defense in the past calendar year." This year's award will be presented at a special dinner during the MTMC Training Symposium, March 22-25, 2004, in Denver, CO.

Any Department of Defense shipper may provide a brief, one-page, nomination. Nominations should include the selected firm's innovation and scope of contribution, said Winslow. "A key factor in the decision making is the firm's responsiveness to Department of Defense requirements and the potential for wide applicability of their innovations," said Winslow. In addition, nominations should list a firm's name, president, mailing address, e-mail address and telephone number. Nominators should include their name, point-of-contact, mailing address, e-mail address and telephone number.

A panel of veteran MTMC transportation experts will make the final award selections. The deadline for nomination submissions is 26 Nov 03. Nominations should be sent to HQ MTMC, 200 Stovall Street, ATTN: MTCA, Alexandria, VA 22332-5000. Additional information is available from Winslow at DSN 328-2272, (703) 428-2272 or e-mail winslowj@mtmc.army.mil.

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MEEP'S CONOR

AF Management and Equipment Evaluation Program

By Mr. Charles F. Batchelor, GS-12, DAFC
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New Transportation Related Projects

1. Trailer Converter: Trailer Converter UTC 2412 USA is manufactured by Stabylex Electronic Corporation and distributed by SEC America LLC P O. Box 2266 S. Burlington, VT 05407 telephone (802) 865-8388. www.stabylex.com. The converter is a direct electrical interface between 24 Volt European highway transport tractors and 12 Volt American Trailers. Test Site: Aviano. Project NO: T03-17.

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2. Baggage Conveyor: An Extended Reach Baggage Conveyor manufactured by Stewart and Stevenson, 815 Allgood Rd, Marietta GA, 30062. This modified conveyor has an extended reach that makes it easier to transport and load and unload baggage onto large sized aircraft such as KC-10s, C-5 and future wide body airframes (767, etc). Test Site: Travis AFB. Project NO: OT03-19.

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3. Fuel System Analyzer: FSA Model 428, Fuel System Analyzer distributed by Coda Products, 2259 Caton Farm Road, Crest Hill, IL 60435. Phone number is (815) 741-8963, website: http://www.lindertech.com/r_dtools.htm#fsa. The Fuel System Analyzer (FSA Model 428) comes with a pressure/vacuum gauge that measures in inches, -Hg/psi and -kPa/kPa and a flow gauge that measures in gallons per minute and liters per minute (no more coffee cup testing). Test Site: Dover AFB. Project NO: T03-21

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4. Tire Changer: Corghi Truck Tire Changer, Model AG52L distributed by Mohawk Resources Ltd. PO Box 110 65 Vrooman Ave Amsterdam, NY 12010. Phone number: 1-800-833-2006. Website: http://www.mohawklifts.com. The Model AG52L will handle tires up to 87" diameter and widths to 39". Test Site: Vermont, ANG. Project NO: T03-2.

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5. Plastic Bedliner: BedRug (Plastic Bedliner) manufactured by Wise Industries, Inc., 636 Old Hickory Blvd Old Hickory, TN 37138; Web site: www.bedrug.com. 1-800-462-8435, Ext 233. The plastic Bedliner is polyester fiber/foam pickup truck Bedliners that are die cut, formed, molded, and sewn to fit the contours and floor rib pattern of each unique truck bed. Test Site: Arizonian, ANG and Holloman AFB. Project NO: T03-24

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On-Going Transportation Related Projects

These projects are still being evaluated, or are in the final phase of completion. Final results can be seen at our website.

1. Magnet Paint: The Chassis Saver Rust Preventive Paint manufactured by; Magnet Paint and Shellac CO., Inc 336 Bayview Avenue, Amityville, New York 11701, 1-800-922-9981; is a low odor, high build, single component chassis paint; and underbody coating that the manufacturer claim provides unsurpassed rust, and corrosion protection. Web site: www.magnetpaints.com. Test Site: Langley, Kadena, and Lajes AFB. Project Number: ET02-16.

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2. Ultrasonic Cleaning System: The Ultrasonic Cleaning System Model 3523 Pro Ultrasonic Cleaning System is manufactured and distributed by Pro Ultrasonics, Inc., 101 Convention Center Drive, Suite 700, P. O. Box 27740, Las Vegas NV 89126, Tel: 909-397-4118, Fax: 909-397-4258, website is http://www.proultrasonics.com. The Model 3523 has a 40 gallon capacity and is 35" x 23" x 10.4" liquid depth. Test Site: Davis Monthan AFB. Project Number: ET02-34.

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3. Two-Post Lift Drive-On Adapter: The Speedlane Two-Post Lift Drive-On Adapter is manufactured by Mohawk Resources, LTD. 65 Vrooman Ave, Amsterdam, NY 12010, 1-800-833-2006, Fax: 518-842-1289. Website: http://www.mohawklifts.com/specialty.htm. The Speedlane is a Two-Post Lift Drive-On Adapter; that fits all Mohawk 9,000, 12,000; and 15,000 lbs lifts designed to turn your two-post lift into a quick; drive-on lift for all cars and light trucks. Test Sites: Langley and Barksdale AFB. Project Number: T02-35.

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4. Frame Hammer: The Heavy Weight and Middle Weight Frame hammer and accessories is manufactured by Slide-Sledge Technology, Inc, 1614 15th Street, 3rd Floor Denver, CO telephone# (303) 629-8777, ext 107, website: http://www.slidesledge.com. Test Site: Barksdale AFB. Project Number: T03-01.

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5. Impact Wrenches: These wrenches were developed by Exhaust Technologies, Inc and are a professional line of quality pneumatic hand tools that incorporates a unique and patented exhaust muffler/filter technology. The 3/8" Impact Wrench ACA-1301, 1/2"

Impact Wrench ACA-1401 and 3/8" Mini Ratchet ACR-801 are being evaluated. Website: www.aircat.com. Test Site: Hill AFB and an ANG base. Project Number: T03-02.

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6. Wheel Alignment System: The Tru-Line TL-12 Laser Guided 4 Wheel Alignment System for passenger car and light trucks. Website: http://www.tru-line.net. The TL-12 laser alignment system is simple to operate and can quickly and accurately align passenger cars, light trucks, and recreational vehicles RV's. Alignment and setup can be done in the shop or wherever you need it. No rack required! Test Sites: Lajes and Seymour Johnson AFB. Project Number: T03-05.

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7. Leak Detection System: The EVAPro Leak Detection System is distributed by Worldwide Vapor Inc 1591 Sunland Lane Costa Mesa, CA 92626. Telephone 1 888-822-8832, web Site: http://www.vacutec.com/EVAPro.html. The EVAPro (Model No. 2000E) Diagnostic Smoke Machine for EVAP and General Purpose Leak Detection is OEM approved for testing vehicle's evaporative emissions (EVAP) Systems. Test Site: Patrick AFB. Project Number: T03-08.

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8. Bergwall Training Courses: The Bergwall Productions On-Line Video Courses are designed and produced by Bergwall Productions 8 Ponds Edge Dr Chadds Ford, PA 19317. Telephone: 1-610-388-0400, 1-800-934-8696. Website: www.Bergwall.com. The Bergwall Online Video Courses offer automotive technicians access to up-to-date information. Test Sites: ACC and AMC Bases. Project Number: OT03-09.

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9. On Car Brake Lathe. The Pro-Cut International on car Brake Lathe, Model PFM 9.0, Part # 50-MASTER922 is manufactured by Pro-Cut International, 10 Technology Drive, #4, West Lebanon, NH 3784. Telephone: (800) 543-6618. Website: http://www.procutinternational.com. The Pro-Cut PFM 9.0 is like no other on-car brake lathe machine and is based on hub-mounted technology, the standard favored by most brake engineers. The PFM 9.0 can virtually re-surface any rotor on any vehicle on any lift in 9.0 Minutes**.** Test Site: Seymour Johnson AFB. Project Number: T03-10.

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10. Brake Bleeder: The Speedi-Bleed Brake Flushing System, Professional Kit# K01A distributed by VQ-Speedi Automotive, Inc. Suite 805-510 West Hastings Street, Vancouver, BC, Canada, V6B 1L8. Telephone (604) 689-2464 Toll Free: 1-877-900-1818, website http://www.vq-speedi.com/prokit1.html. The K01A Professional Brake Flushing and Bleeding Kit come complete with all 5 adaptors to fit most cars and light trucks available in North America. Test Sites: Barksdale, Fairchild AFB and Port Hueneme. Project Number: T03-11.

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11. Truck Shield: Truck Shield is a Magnetic and Vinyl Covering manufactured by Truck Shields Inc., 2550 S. Decker Lake Blvd #22 Salt Lake City, UT 84119. 1-800-553-1098. Website: http://www.truckshields.com. Whether you are using the heavy-duty reusable magnetic protection or vinyl coverings, the vehicle is supposed to stay looking good as new. Test Site: Nellis AFB. Project Number: T03-14.

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12. Tire Demounting System: The ESCO "Easy-Way" Tubeless Truck Tire Demount System distributed by Equipment Supply Company (ESCO) 15270 Flight Path Drive Brooksville, FL 34604. 1-800-352-9852. Website: http://www.esco.net/html/cat007.html. The Model 70100 Easy-Way Tubeless Truck Tire Demounting System can demount a tubeless truck tires in seconds. It eliminates tire bead damage and handles all tubeless truck tires sizes from16.5 to 24.5". Test Site: Incirlik. Project Number: T03-15.

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13. Battery Reconditioner: The Buffer Battery Reconditioner is manufactured and distributed by Westbrook and Westbrook Inc., P. O. Box 929 Sterling, CO 80751, telephone 1-800-824-0508. The battery conditioner is a liquid that is added to the electrolyte of a battery. The quantity of conditioner added to the battery depends on size of the battery, i. e., large auto batteries usually take two ounces per cell, and small auto batteries take one ounce per cell. An electric forklift with a common 36 Volt battery will take twelve ounces per cell. Test Site: Langley AFB. Project Number: T03-16.

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Note: Information about all MEEP projects (Vehicle Management, Civil Engineer/Environmental, other non-specific and Special Projects) can be found at website https://wwwmil.langley.af.mil/associates/afmeep/.

Questions about the projects above, or any other MEEP projects may be directed to any member of the MEEP staff; Mr. Charles Batchelor, Mr. James Harley, Mr. Russell Craig, Mr. Ronnie Ward, or Mr. Jeffrey Grages at DSN: 574-4410/4408. COMM: (757) 764-4410/4408. FAX: 4415 or by e-mail: charles.batchelor@langley.af.mil. The email extensions are the same for all.

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PUBLISHER

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THE TRANS*FORMER*

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HOW TO SUBMIT ARTICLES

Articles may include topics related to quality initiatives, lessons learned, PAT results, etc. The crosstell you originate should be an action that has had some results, positive or negative. Articles may be submitted by… (1) E-mail. (2) Fax. (3) Mail disk with article in plain text or Word. (4) Mail hard copy of article.

All articles must be submitted through your MAJCOM POC, listed on this page.

HOW CAN I GET THE TRANSFORMER?

Visit our Internet Home Page: http://jppso-sat.randolph.af.mil, contact the program manager alfred.august@jppsosat.randolph.af.mil, or one of the MAJCOM POCs listed on this page.

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